NORTHERN FOAM
GY.490

MESSRS: DEUTSCHE SCHIFF- & MASCHINENBAU A.G. WERK SEEBECK

YARD No 545/56 AND 559

AMENDED PLAN OF PROFILE AND DECKS

PLAN No 14386

BREMEN LETTER M OF 19.12.35.

545 "Northern Pride"
566 " Gift.
569 " Duke.

550 "Northern Foam"
"Northern Chief"

2/7
R. 9. 1.
Sec

PLANS TRANSFERRED
TO SISTER VESSEL

Northern Gem

014596-24611-0049

13-12-35

S.S. 545/56 u. 559.

Longitudinalplan and decks
of
Steel-screw steamtrawler

Length between perpendiculars in C.W.L.	177,0'	53,949 m
" " " (Lloyd's)	184,4	56,204 m
Breath moulded	28,0	8,534 m
Depth	16,5	5,029 m

Class: ✠ 100 A1 „Steam Trawler" Lloyd's Reg. of Shipping.

L:D = 3043 L:D = 11

1:50

Backdeck
Wheelhouse
Captain and Off. space
Crew-space
Messroom
Galley
Cabin
Engine - and Boiler-Room
Coal-bunker
Spare fishhold and spare bunker
Fishhold and Iceroom
Store
open forecastle
Chain locker
Ballast water
frame spacing 590 mm
frame spacing 535 mm
frame spacing 545 mm
frame spacing 490 mm
Maindeck
Lower-deck
Watertight-flat
Watertight bulkhead 6.
Watertight bulkhead 13/14
Not watertight bulkhead
Watertight bulkhead 41
Watertight bulkhead 79
(collisions bulkhead)
Watertight bulkhead 83.
Watertight bulkhead 89.

J. 17. 35

Deutsche Schiff- und Maschinenbau
Aktiengesellschaft
WERK: SEEBECK
Wesermünde-G. Bremerhaven.
18. DEZ. 1935

545/56 u. 59

Longitudinalplan and decks.

14386

/ 16. XII. 35. Bl.

© 2021
014596-014603-0049
Lloyd's Register Foundation

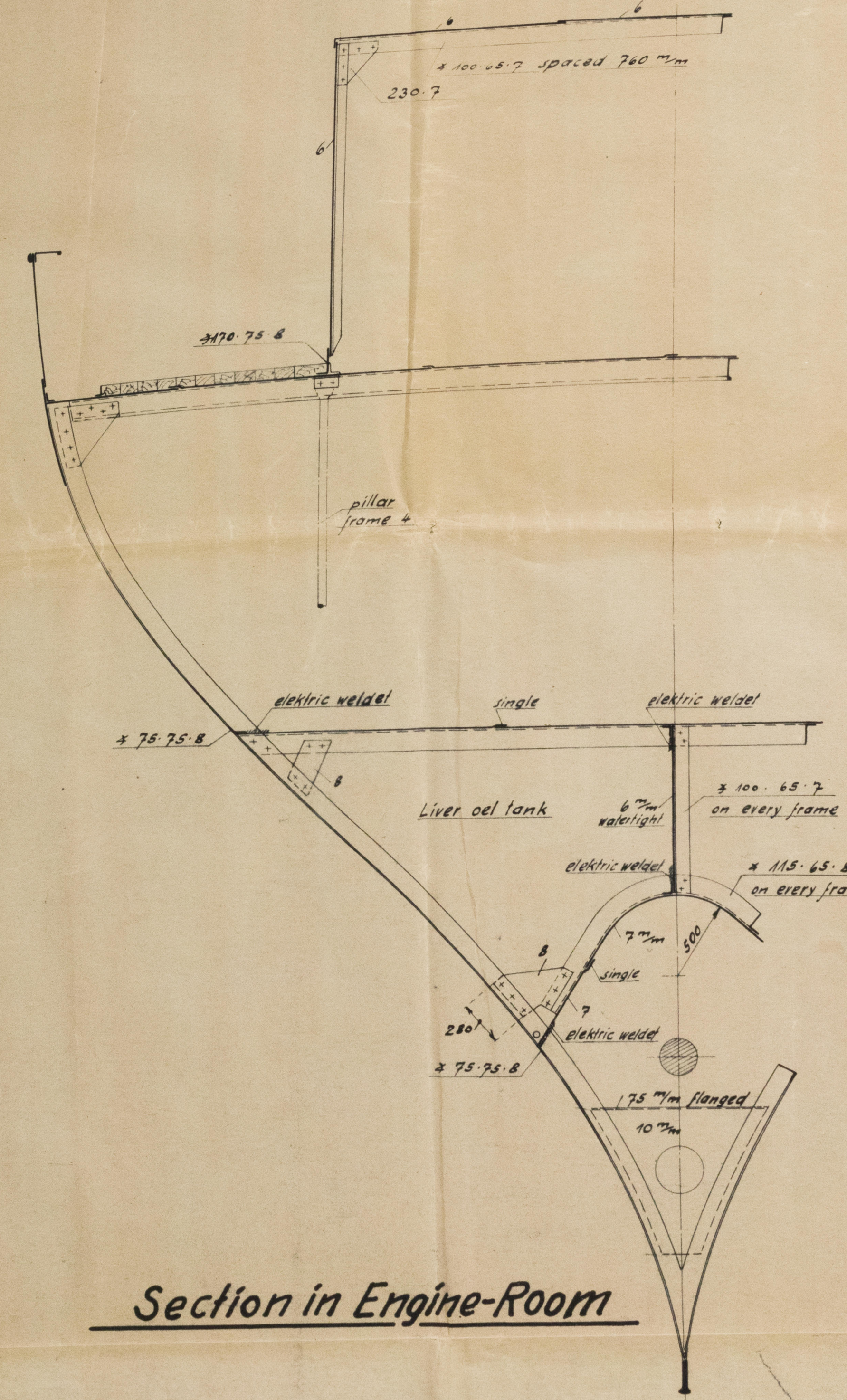
MESSRS: DESCHIMAG WK. SEEBECK'S YARD No 550.
STEAM TRLR "NORTHERN FOAM"
MIDP SECTION AS BUILT.
FIRST ERY REPORT BREMEN No 1825.

"Northern Pride"

003906-003913-0014

RETAIN

Section frame 9



⊥ 100·65·7 spaced 760 m/m
230·7
6
⊥ 70·75·6
pillar frame
elektric weldel
single
elektric weldel
⊥ 70·75·8
6 m/m watertight
⊥ 100·65·7 on every frame
Liver oil tank
elektric weldel
⊥ 115·65·8 on every frame
7 m/m
single
elektric weldel
⊥ 75·75·8
75 m/m flanged

S.S. 550 ~~545/56 u. 559~~

Midship-Section AS BUILT

of

Steel-screw steam trawler "NORTHERN FOAM"

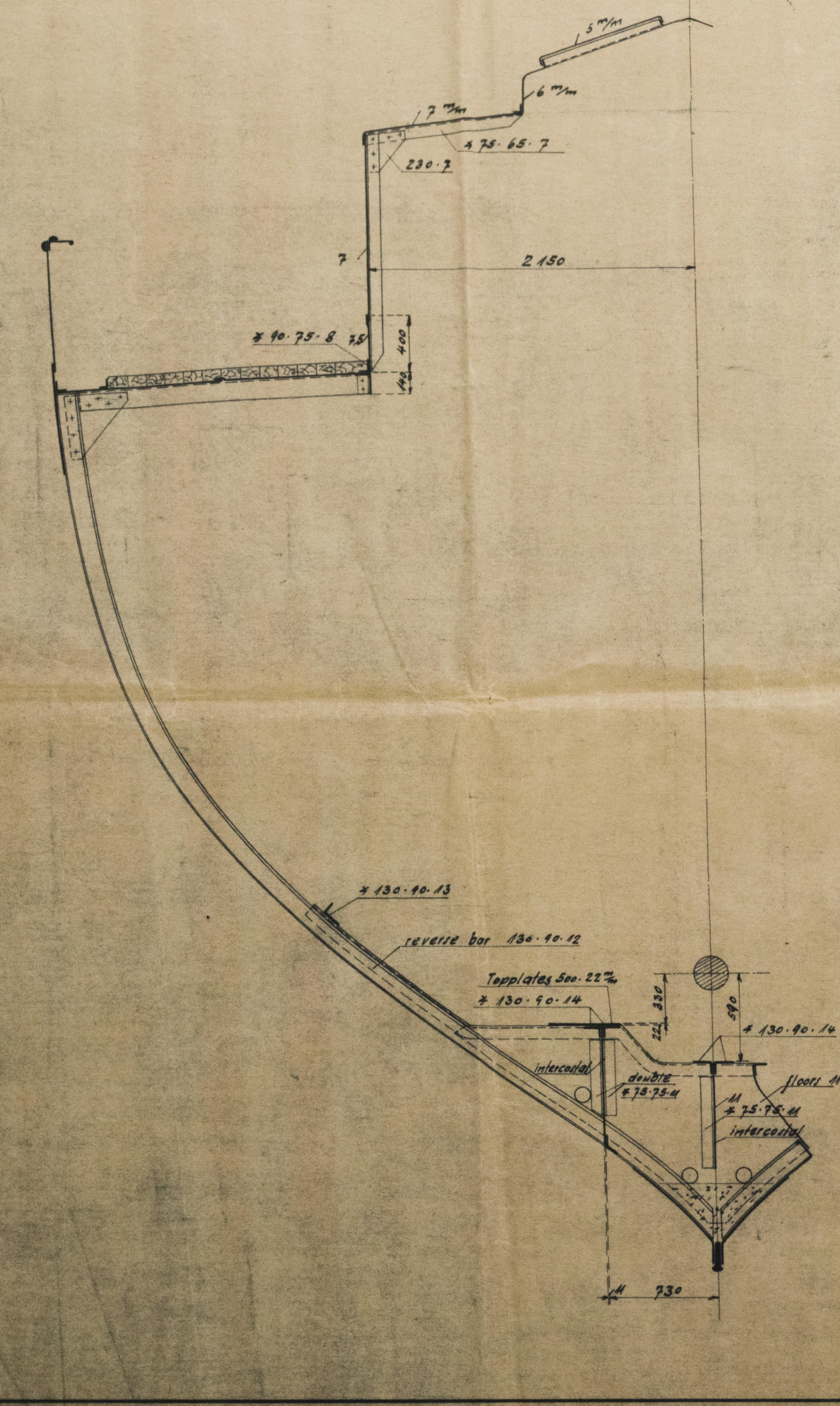
1:25

Length between perpendiculars in CWL 177,00' = 53,949 m
Length between perpendiculars (Lloyd's) 184,4' = 56,204 m
Breadth moulded . . . . . 28.0' = 8,534 m
Depth . . . . 16.5' = 5,029 m
Class: + 100 A1 „Steam Trawler„ Lloyd's Register of shipping
L × D = 3043 L : D = 11

Scantlings:
Side frames to longitudinalplan
Frames spacing " "
Bulkheads " "
Keel and stem ⊥ 200 × 40
Propeller post }
Rudder " } with plan to be submitted
Rudder }

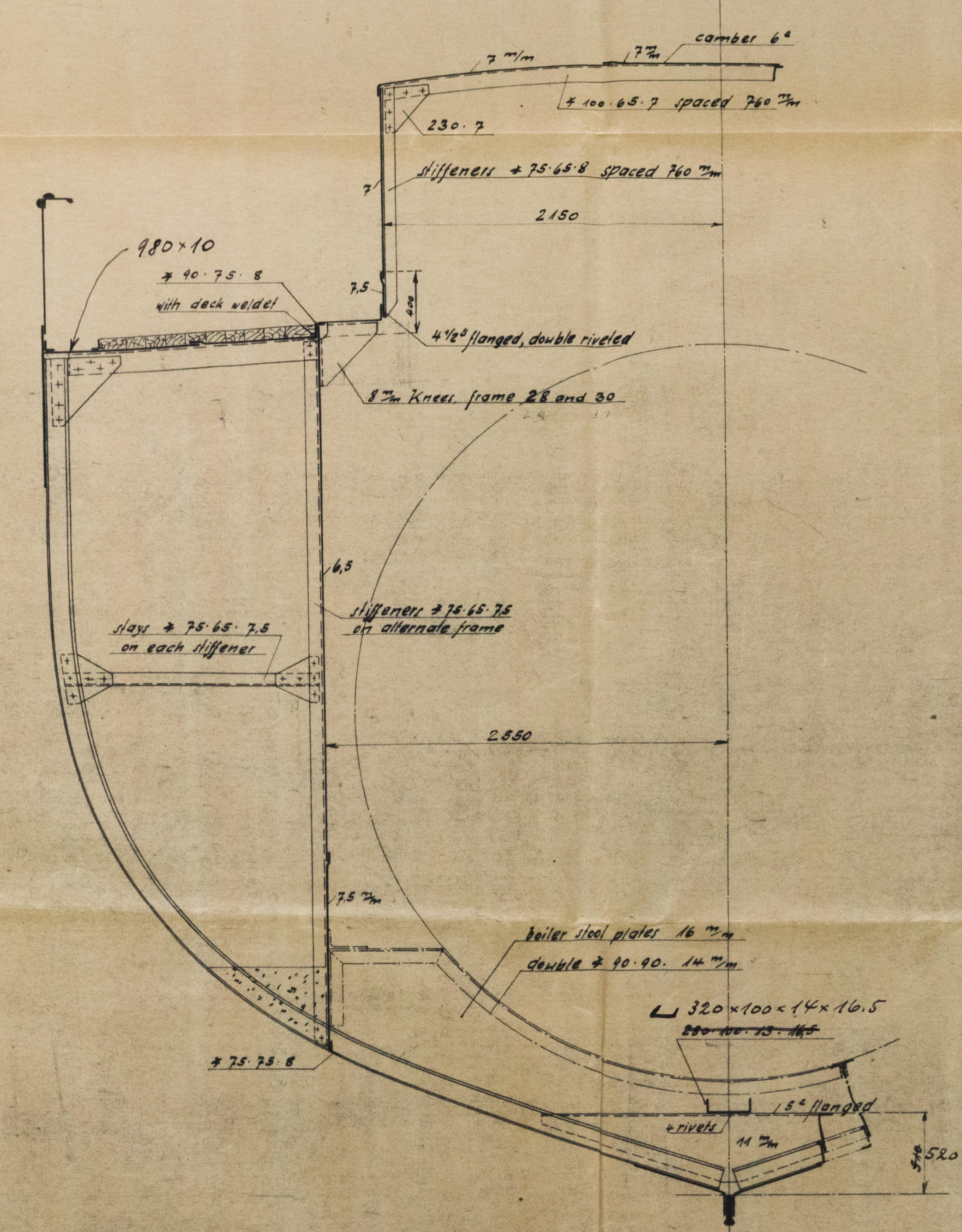
Equipment L × (B+D) = 8164
1 Anchor . . 13 cwts stockless
1 " . . 12 " "
1 " . . 4½ " ex stock
150 Fathoms 1 5/16" stud link cable = 132½ cwts
60 " 2¼" flexible steel wire
60 " 2¼" " " "

Section in Engine-Room



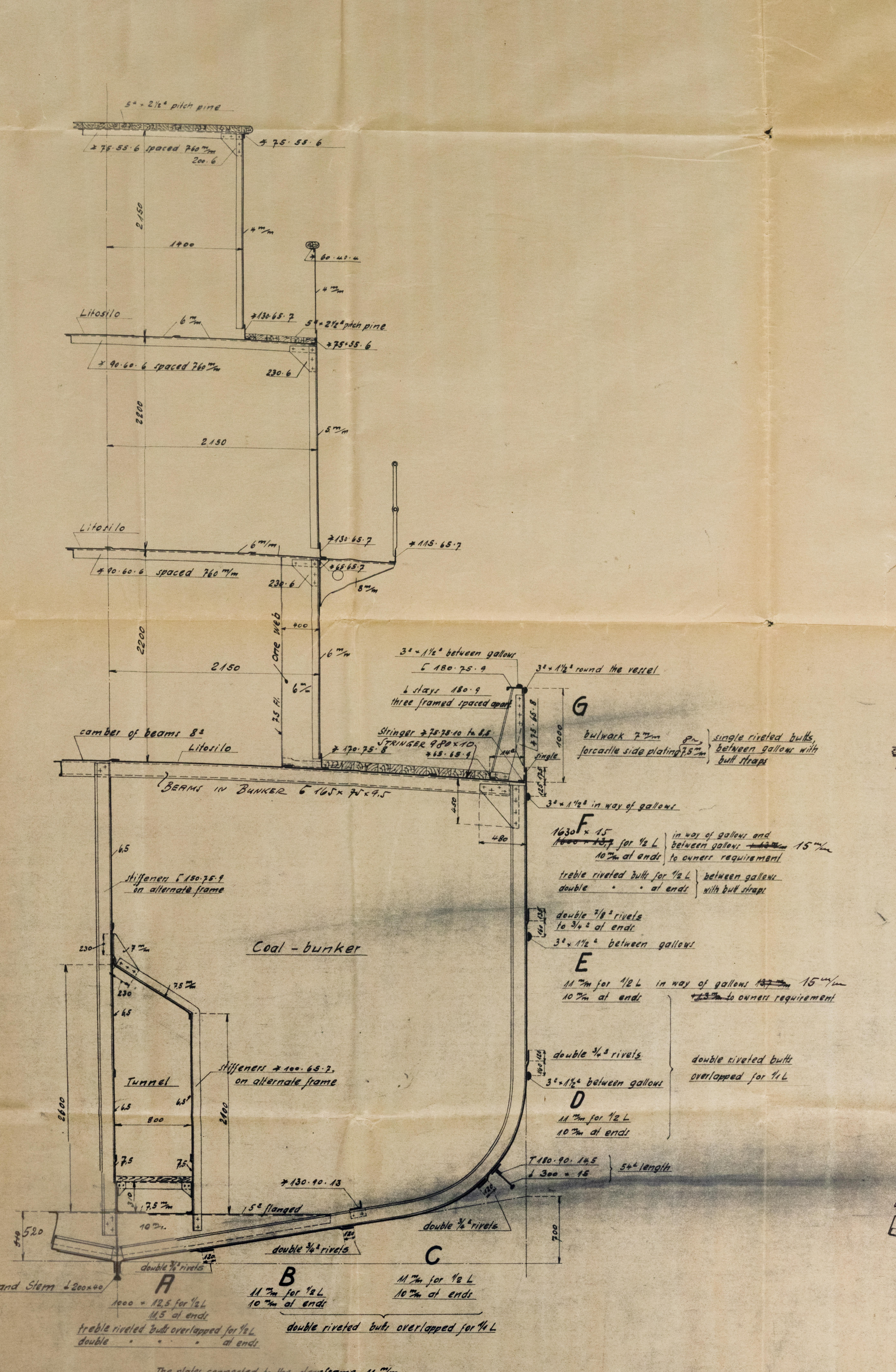
5 m/m
7 m/m
6 m/m
230·7
⊥ 90·65·7
2150
⊥ 90·75·8
⊥ 130·90·13
reverse bar 130·90·13
Toenplates 2 on 22 m/m
⊥ 130·90·13
⊥ 130·90·13
double ⊥ 130·90·13
floors 11 m/m
intercostal
930

Section in Boiler-Room



camber 6"
7 m/m
⊥ 100·65·7 spaced 760 m/m
230·7
stiffeners ⊥ 75·65·6 spaced 760 m/m
2150
980 × 10
⊥ 90·75·8
with deck weldel
4½" flanged, double riveted
8 m/m Knees frame 28 and 30
stays ⊥ 75·65·7,5 on each stiffener
stiffeners ⊥ 75·65·7,5 on alternate frame
2850
boiler stool plates 14 m/m
double ⊥ 90·90·14 m/m
⊥ 320 × 100 × (14 × 16,5
⊥ 75·75·8
rivets
15" flanged
520

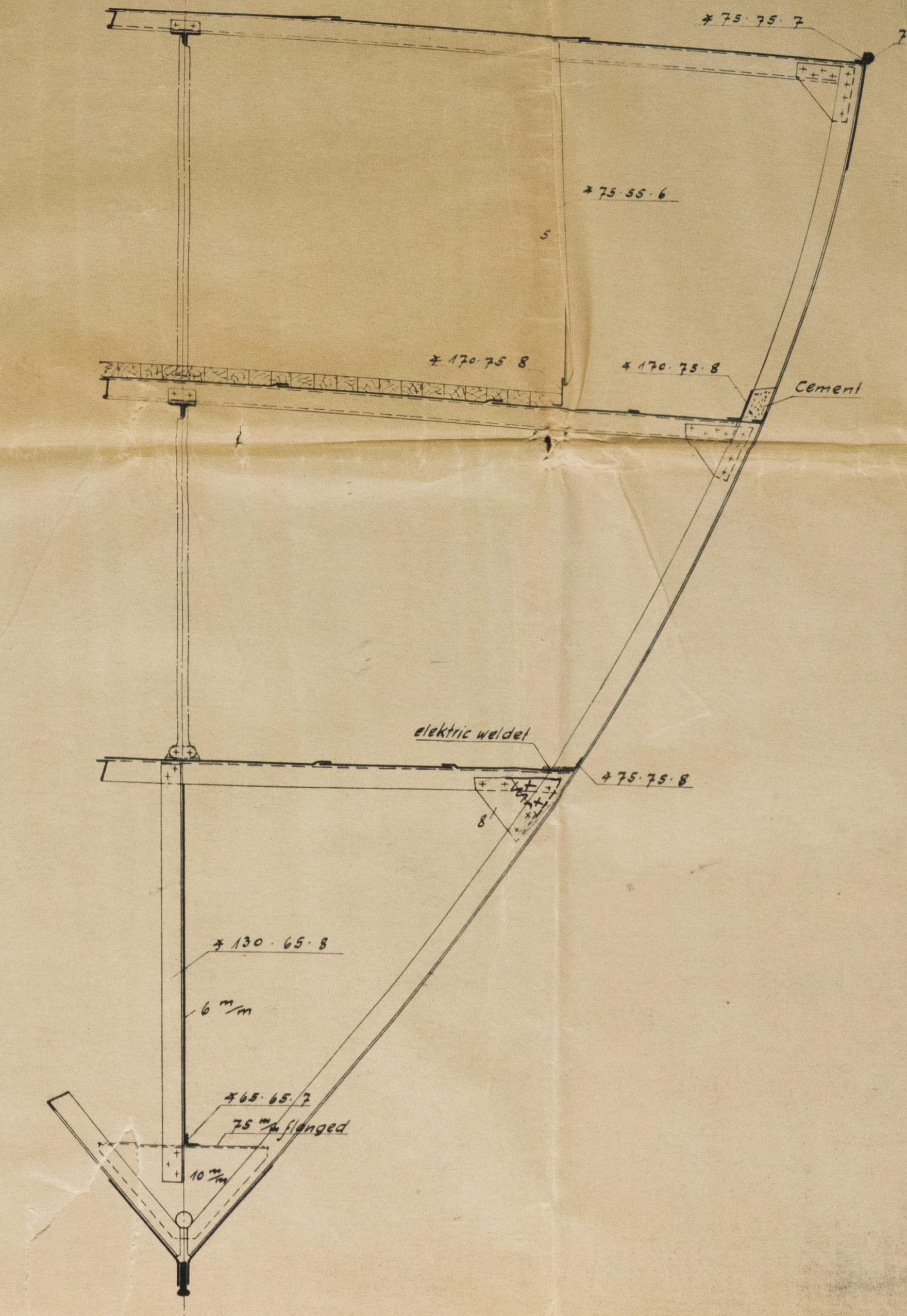
Midship-Section



3" = 2½" pitch pine
⊥ 75·65·6 spaced 760 m/m
⊥ 75·65·6
2150
1900
Litosilo
6 m/m
⊥ 130·65·7
3" = 2½" pitch pine
⊥ 90·60·6 spaced 760 m/m
⊥ 75·65·6
230·6
2150
Litosilo
6 m/m
⊥ 130·65·7
⊥ 115·65·7
⊥ 90·60·6 spaced 760 m/m
230·6
⊥ 65·65·7
8 m/m
2200
2150
6 m/m
3" × 1½" between gallows
⊏ 180·75·9
⊥ stays 180·9 three framed spaced apart
3" × 1½" round the vessel
⊥ 75·65·8
1000
G
bulwark 7 m/m
forcastle side plating 7,5 m/m
single riveted butts, between gallows with butt straps
camber of beams 8"
Litosilo
Stringer ⊥ 75·75·10 to 8,5
STRINGER 980 × 10
⊥ 170·75·8
⊥ 65·65·9
single
BEAMS IN BUNKER ⊏ 165 × 75 × 9,5
450
480
3" × 1½" in way of gallows
F
1630 × 15 ~~1600 × 13,7~~ for ½ L
10 m/m at ends
in way of gallows and between gallows 15 m/m to owners requirement
treble riveted butts for ½ L
double " " at ends
between gallows with butt straps
double ⅞" rivets to ¾" at ends
3" × 1½" between gallows
E
11 m/m for ½ L in way of gallows 15 m/m
10 m/m at ends
to owners requirement
double ¾" rivets
3" × 1½" between gallows
double riveted butts overlapped for ¼ L
D
11 m/m for ½ L
10 m/m at ends
T 180·90·14,5
⊥ 300 × 15
54" length
stiffeners ⊏ 130·75·9 in alternate frame
Coal-bunker
Tunnel
stiffeners ⊥ 100·65·7 on alternate frame
7,5 m/m
⊥ 130·90·13
15" flanged
10 m/m
520
double ¾" rivets
double ¾" rivets
double ¾" rivets
700
Keel and Stem ⊥ 200 × 40
A
1000 × 12,5 for ½ L
11,5 at ends
treble riveted butts overlapped for ½ L
double " " " at ends
B
11 m/m for ½ L
10 m/m at ends
C
11 m/m for ½ L
10 m/m at ends
double riveted butts overlapped for ¼ L

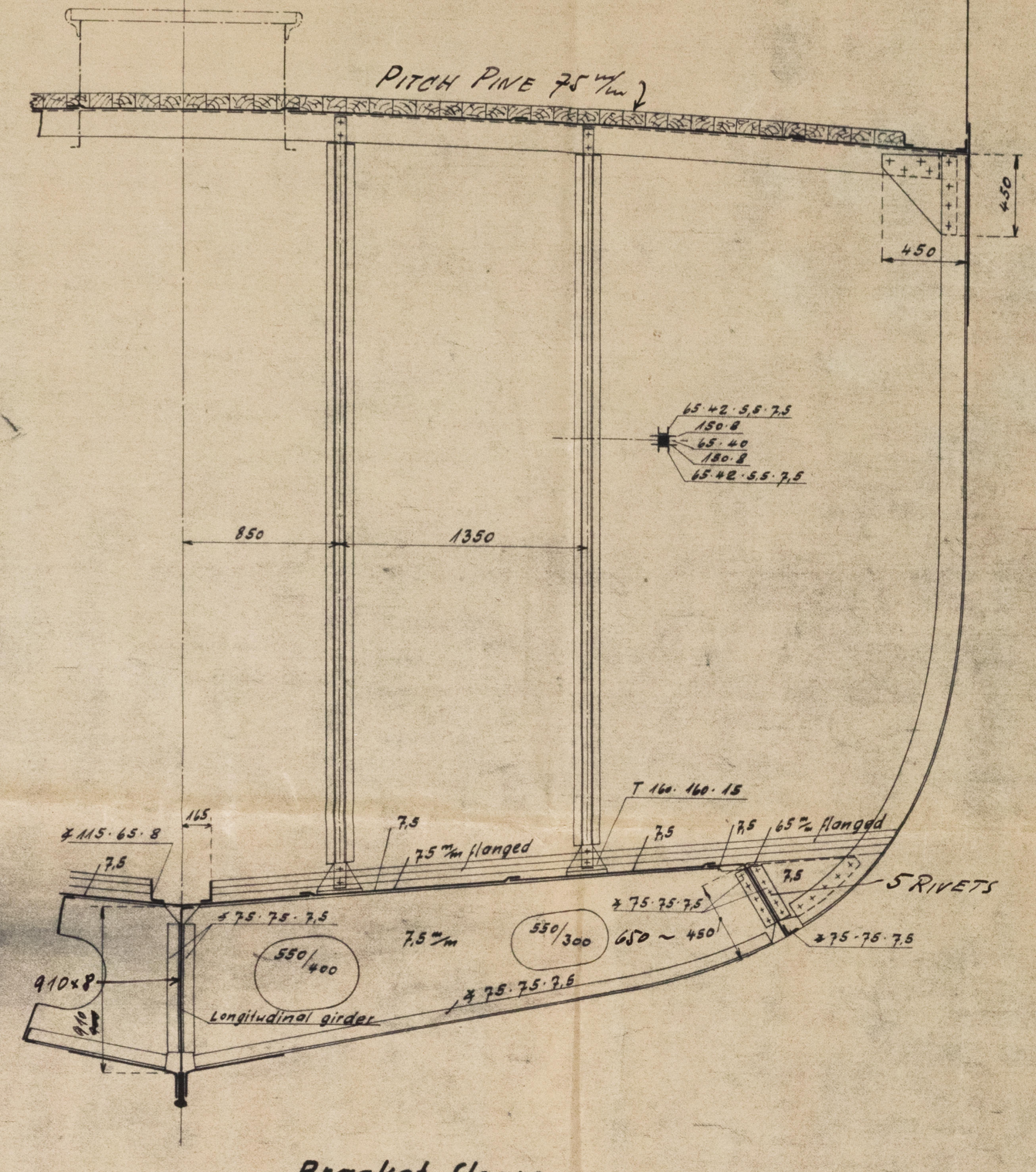
The plates connected to the sternframe 11 m/m
Shell plating at stem for about 28' aback between
leaded and light waterline to be about 20%
thicker than midships, to owners requirement

Section frame 87



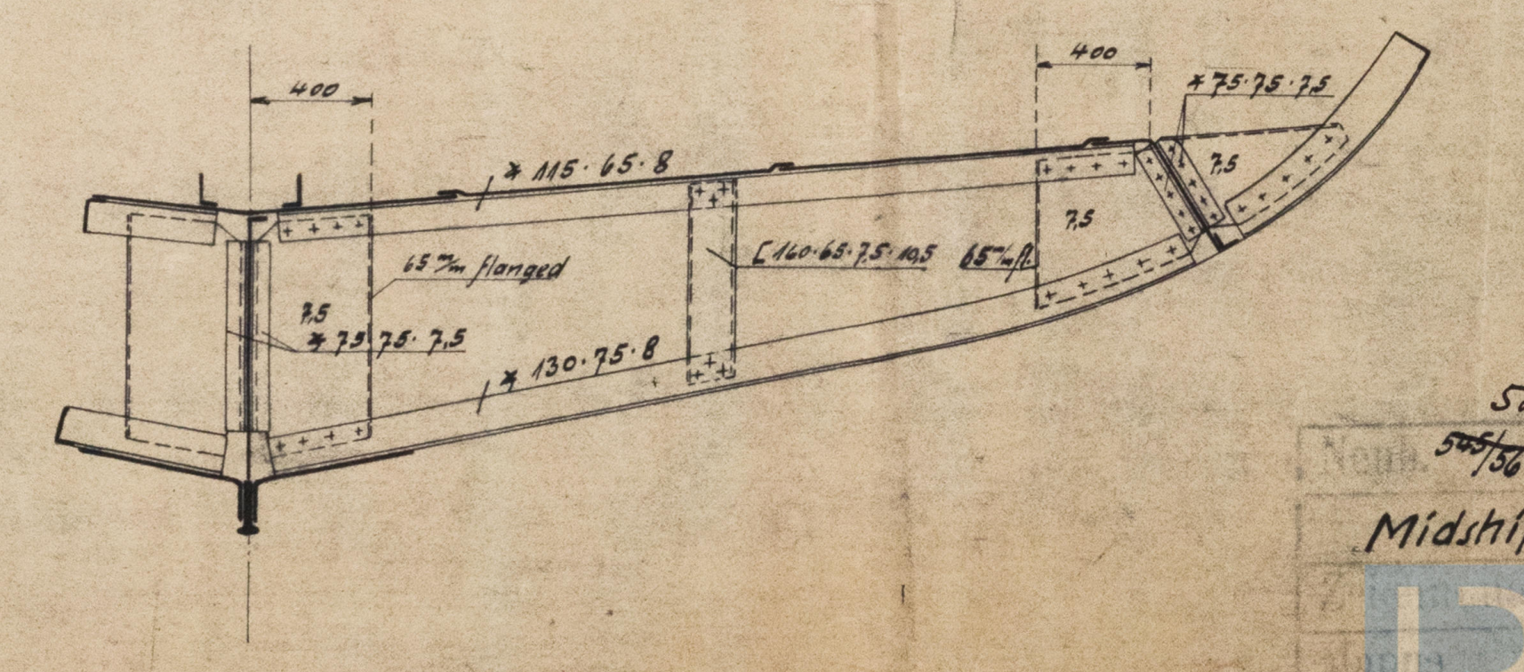
⊥ 75·75·7
75·75
⊥ 75·65·6
⊥ 130·75·8
⊥ 130·75·8
Cement
elektric weldel
⊥ 75·75·8
⊥ 130·65·8
6 m/m
⊥ 65·65·7
75 m/m flanged
10 m/m

Section in Fishroom



PITCH PINE 75 m/m
450
850
1350
T 100·90·10
75 m/m flanged
⊥ 115·65·8
7,5
15" flanged
5 RIVETS
⊥ 75·75·8
⊥ 75·75·7,5
650 × 400
longitudinal girder
910 × 8

Bracket floors



400
400
⊥ 115·65·8
⊥ 75·75·7,5
⊏ 120·65·75·6,5
⊥ 130·75·8
7,5
⊥ 75·75·7,5
⊥ 75·75·7,5

550
~~545/56 u. 59~~ ·/·
Midship-Section AS BUILT.
14305
22/II. 38 Meyer

003906-003613-0014

MESSRS: DEUTSCHE SCHIFF- & MASCHINENBAU A.G. WERK SEEBECK

YARD No 545-56 AND 559

FINAL PLAN OF **STERN FRAME**

PLAN No 14.345

BREMEN LETTER M OF 14.12.35.

545	Pride
546	Gem
547	Wave
548	Dawn
549	Spray
550	Foam
551	Sun
551	Sky
552	Rover
553	Chief
554	Reward
555	
556	Gift.

"Northern Pride"

~~D.S. 217 - See~~

PLANS TRANSFERRED
TO SISTER VESSEL

northern Gem

014596-014603-0045

20.12.35.

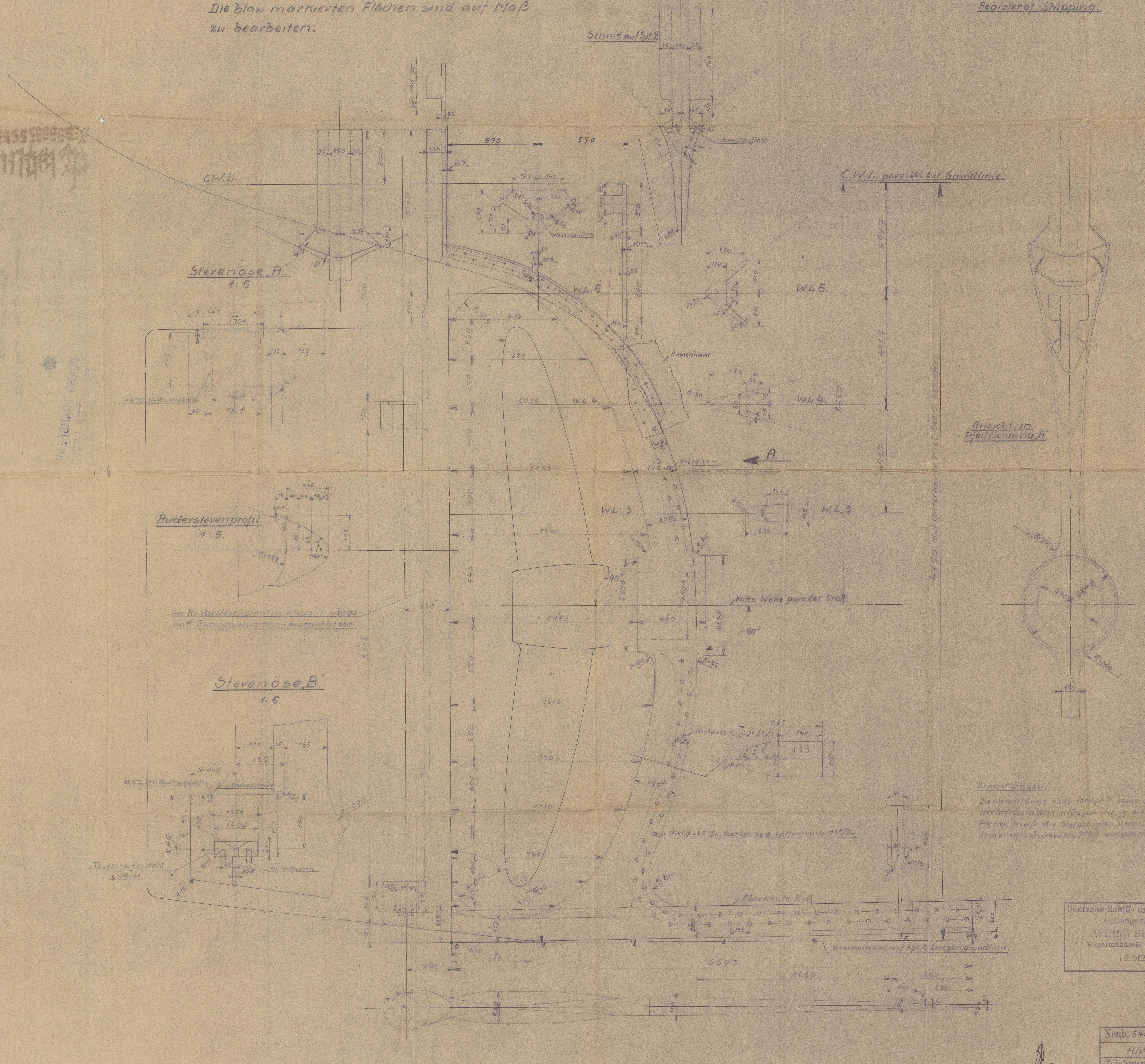
S.S. 545-56 u. 559.

Hintersteven.

1:10 u. 1:5.

Bemerkungen:
Die eingeschriebenen Maße sind Fertigmaße.
Die blau markierten Flächen sind auf Maß
zu bearbeiten.

Material: Stahlformguß, blasenfrei.
Alles nach Vorschrift und mit Test des Lloyds
Register of Shipping.



Schnitt auf Spt. 2
Wasserlaufloch
C.W.L.
C.W.L. parallel zur Grundlinie.
W.L.5.
W.L.4.
W.L.3.
Aussenhaut
A.
Niet ⌀ 25 m/m
Nietloch 26 m/m Entf. 125 m/m
Mitte Welle parallel C.W.L.
Niet ⌀ = 25 m/m
Niet ⌀ = 25 m/m, Nietloch 26 ⌀, Entfernung 125 m/m
4450 auf Unterkante Kiel Spt. 0 bezogen
Ansicht in Pfeilrichtung „A"
Stevenöse „A"
1:5
Ruderstevenprofil
1:5.
Stevenöse „B"
1:5.
12,5 m/m Stahlbuchse, gehärtet
1/2" Sicherungsschraube
Tragscheibe, Stahl gehärtet.
5/8" Haltestifte
Oberkante Kiel
Unterkante Kiel auf Spt. 0 bezogen, Grundlinie.
3300

Der Ruderstevenstamm muss in Längs- und Querrichtung genau ausgerichtet sein.

Bemerkungen:
Die Stevenlänge 3300 vor Spt 0 sowie alle Abmessungen der Stevenlasche müssen streng eingehalten werden. Ferner muß die Steigung der Stevenunterkante genau dem eingeschriebenen Maß entsprechen.

Deutsche Schiff- und Maschinenbau
Aktiengesellschaft
WERK: SEEBECK
Wesermünde-G. Bremerhaven.
12. DEZ. 1935

Neub. 545/56 u. 59	Proj.
Hintersteven	
Zeichnung No.	14345
Mappe	/ 3. 12. 1935.

10. 12. 35

© 2021 Lloyd's Register Foundation
014596-014603-0045

MESSRS: DEUTSCHE SCHIFF-& MASCHINENBAU A. G. WERK SEEBECK

YARD No. 545-56 AND 559.

-RUDDER- PLAN No. 14365

BREMEN LETTER M OF 14.12.35.

~~545~~ [illegible]

~~556~~

~~559~~ Northern Pride

545	Gem
546	Wave
547	Dawn
548	Spray
549	Foam
550	Sun
837	Sky
552	Rover
553	Chief
554	Reward
555	Gift
556.	

D.S. 217-Sec

PLANS TRANSFERRED
TO SISTER VESSEL

Northern Gem

014596-014603-0046

20.12.35

Rudder:
A = 62,7 square feet.
D = 2,62 feet.
Speed = 12 Nautical Miles per hour.

S.S. 545-56+559.

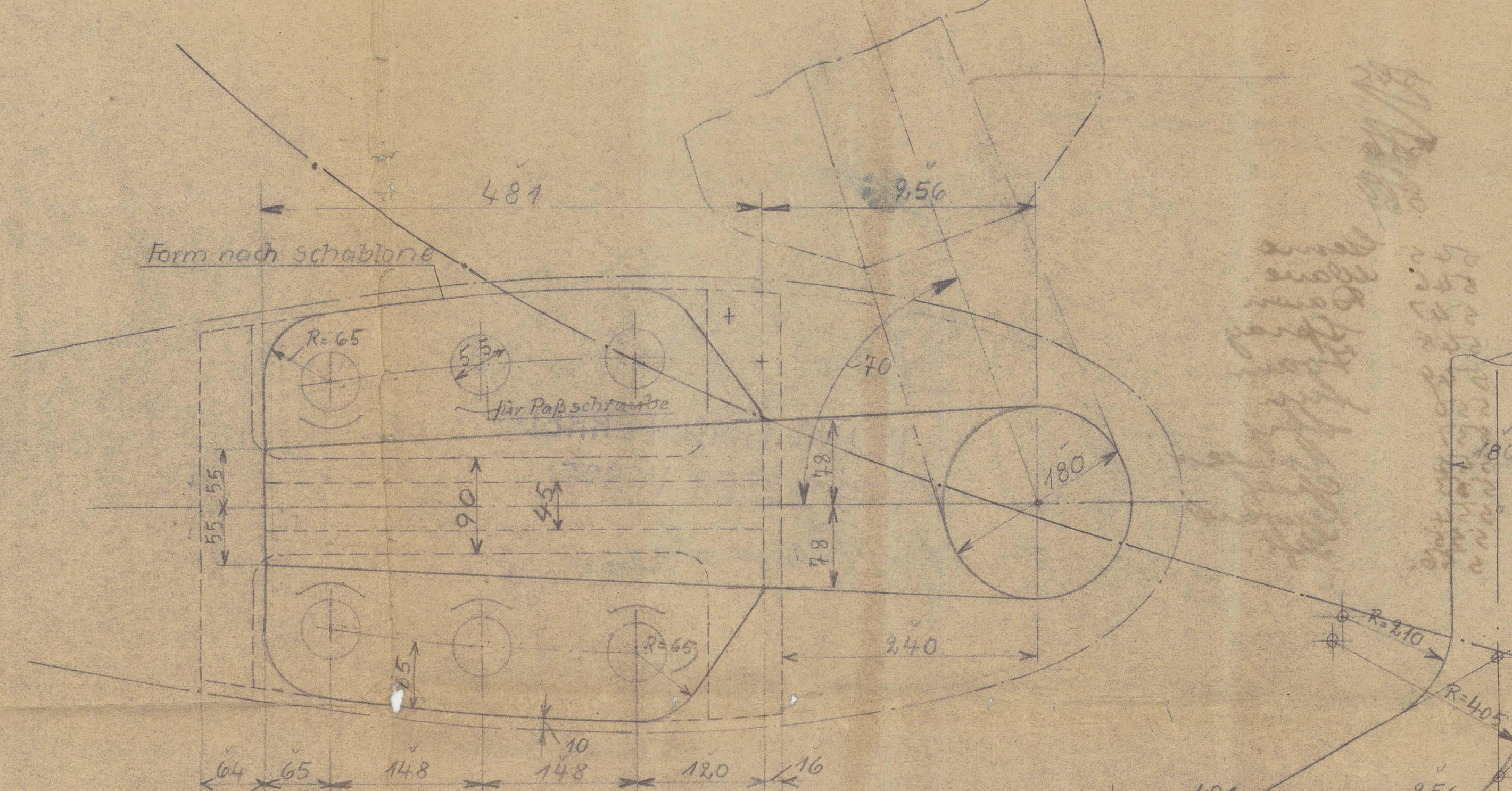
SEEBECK RUDDER

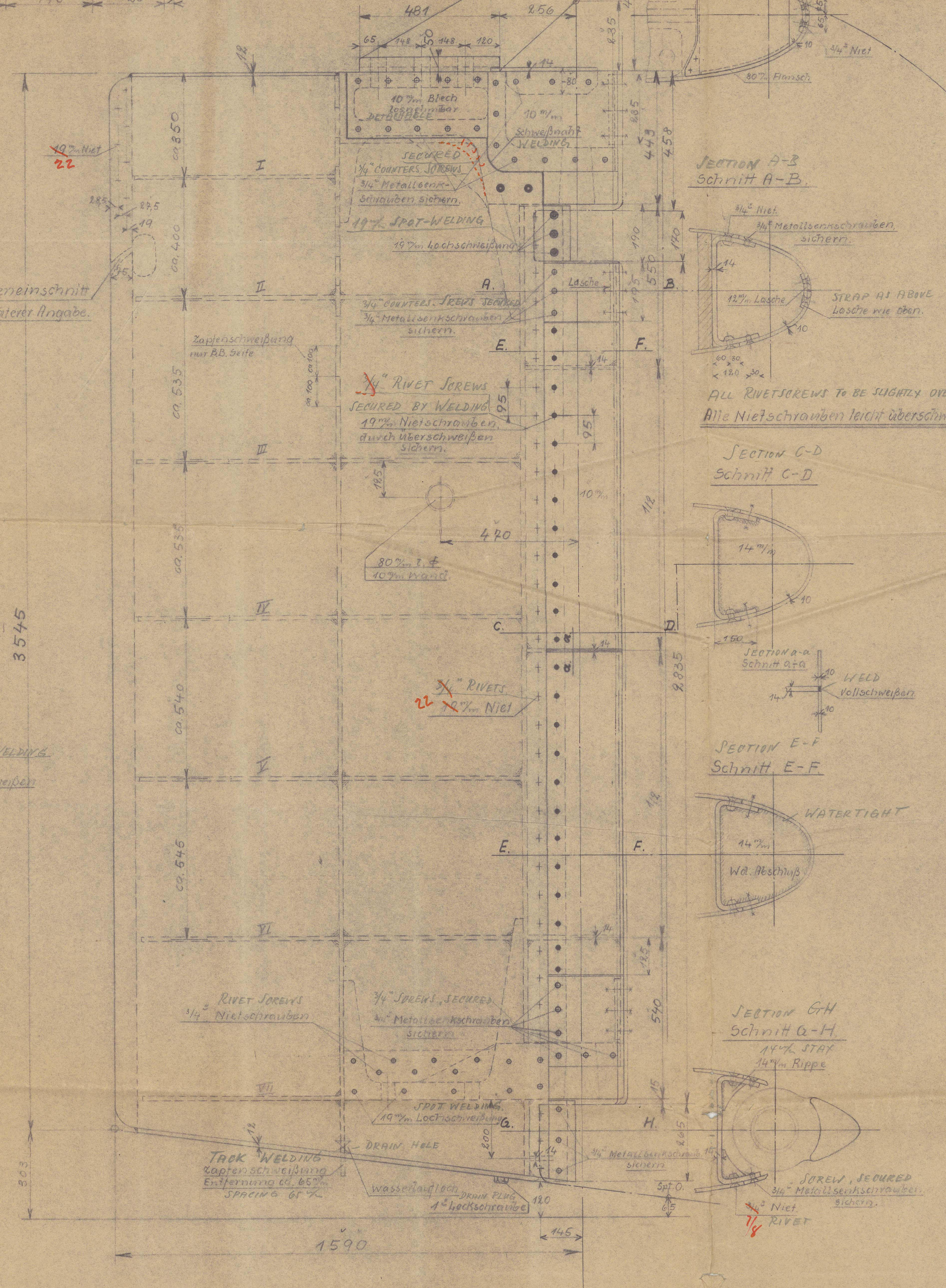
Seebeckruder D.R.P.

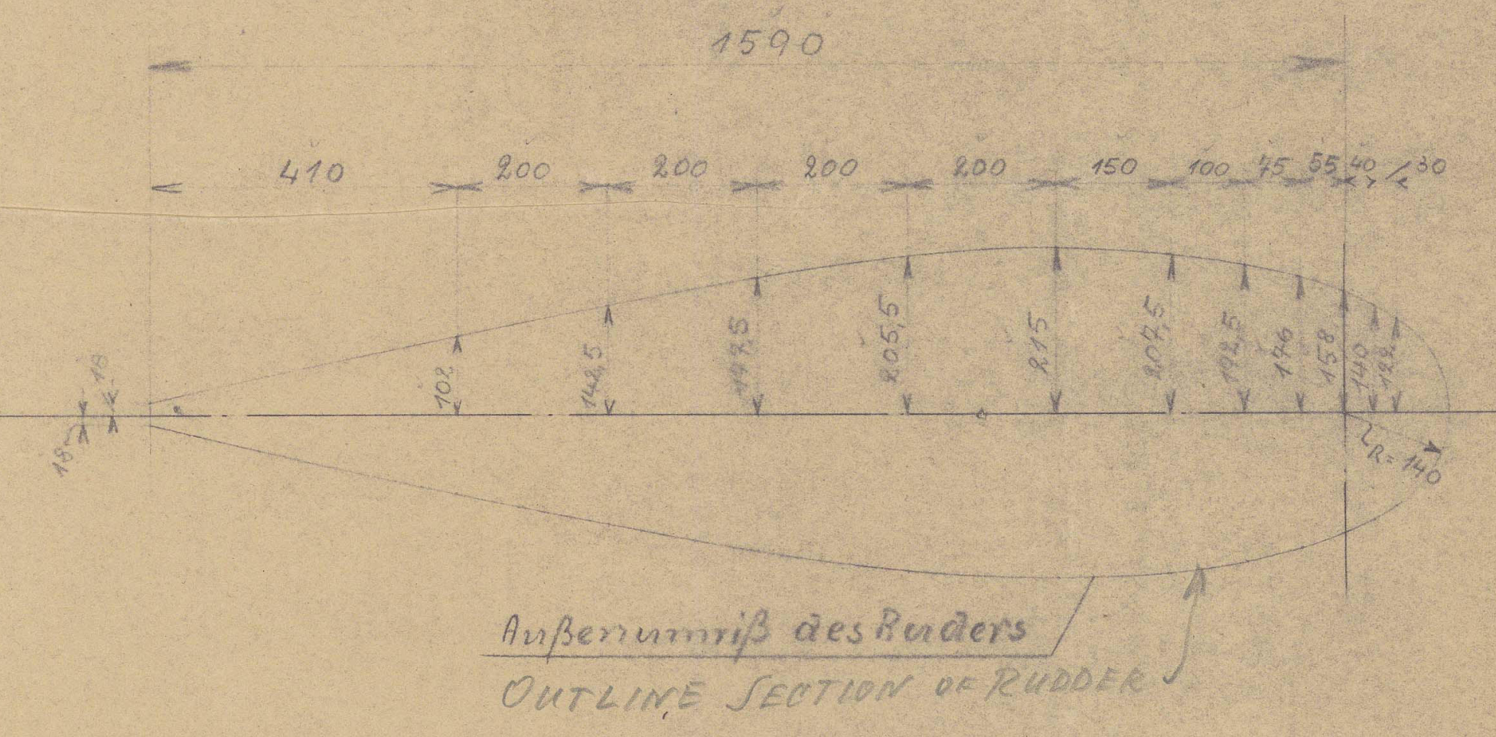
1:10 u. 1:5.

RUDDER ARMS	Ruderarme: Stahlformguß, blasenfrei.
" PLATE	Ruderbleche: S.M. Flußeisen.
" MAINPIECE	Ruderschaft: S.M. Flußeisen.
" ANGLE	Ruderauslage nach jeder Seite 35°. TO PS AND ST.B SIDE.

Bemerkungen:
Alles nach Vorschrift und mit Test des Lloyds Register of Shipping.
Die eingetragenen Maße sind Fertigmaße.
Die blau markierten Flächen sind auf Maß zu bearbeiten.


Form nach Schablone
481
Ø 56
40
180
R=65
Ø 90
45
53
540
R=60
64
65
143
148
120
16


R=210
R=405
3/4" SCREWS, SECURED
3/4" Kopfschrauben, sichern
Metall.
12 m/m Lasche BUTTSTRAP
3/4" Metall-Senkschrauben, sichern.
14 m/m Blech
3/4" Niet
80 m/m Flansch
481
256
65
148
50
148
120
14
80
835
465
449
458
10 m/m Blech losnehmbar
DETACHABLE
10 m/m
Schweißnaht
WELDING
SECURED
3/4" COUNTERS. SCREWS
3/4" Metallsenkschrauben sichern.
19 m/m SPOT-WELDING
19 m/m Lochschweißung
190
170
55
Lasche
A.
B.
E.
F.
C.
D.
G.
H.
3/4" COUNTERS. SCREWS SECURED
3/4" Metallsenkschrauben sichern.
~~3/4~~" RIVET SCREWS
SECURED BY WELDING
19 m/m Nietschrauben, durch überschweißen sichern.
95
125
470
80 m/m L ∡
10 m/m Wand
10 m/m
112
~~19~~ m/m Niet
22
285
Sorgleineneinschnitt nach späterer Angabe.
ca 100
ca. 535
ca. 540
ca. 545
ca 450
ca 400
3545
303
I
II
III
IV
V
VI
VII
~~3/4~~" RIVETS
22
~~19~~ m/m Niet
14
2835
540
SECTION A-B
Schnitt A-B.
3/4" Niet.
3/4" Metallsenkschrauben, sichern.
14
12 m/m Lasche
STRAP AS ABOVE
Lasche wie oben.
10
60
30
120
30
ALL RIVETSCREWS TO BE SLIGHTLY OVERWELDED
Alle Nietschrauben leicht überschweißen!
SECTION C-D
Schnitt C-D
14 m/m
10
150
SECTION a-a
Schnitt a-a
WELD
Vollschweißen.
10
14
SECTION E-F
Schnitt E-F.
WATERTIGHT
14 m/m
Wd. Abschluß
RIVET SCREWS
3/4" Nietschrauben
3/4" SCREWS, SECURED
3/4" Metallsenkschrauben sichern
SPOT WELDING
19 m/m Lochschweißung
200
TACK WELDING
Zapfenschweißung
Entfernung ca. 65 m/m
SPACING 65 m/m
DRAIN HOLE
Wasserauflloch
DRAIN PLUG
1" Lockschraube
120
145
12
265
15
65
3/4" Metallsenkschraub. sichern
SECTION G-H
Schnitt G-H.
14 m/m STAY
14 m/m Rippe
SCREW, SECURED
3/4" Metallsenkschrauben sichern.
~~3/4~~" Niet.
7/8
RIVET
1590

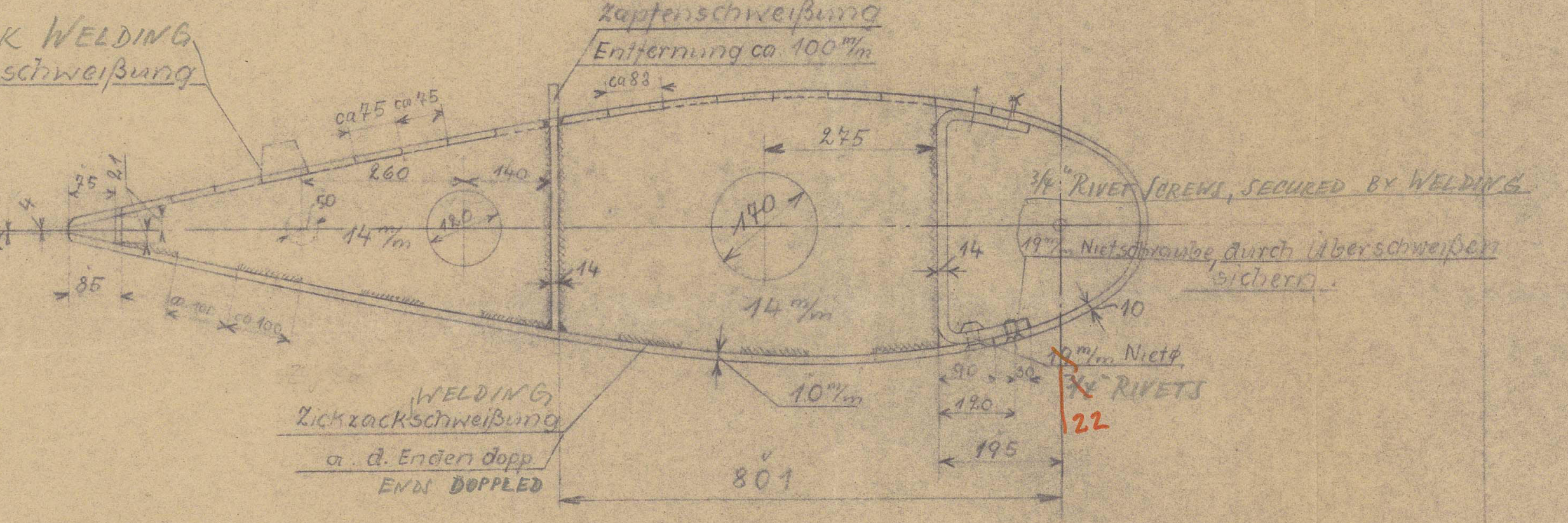

1590
410
200
200
200
200
150
100
75
55
40
30
18
102
148,5
192,5
205,5
215
207,5
192,5
176
158
140
122
R=140

Außenumriß des Ruders
OUTLINE SECTION OF RUDDER

FULL STAYS (I–VII)

Volle Rippen. (I–VII.)

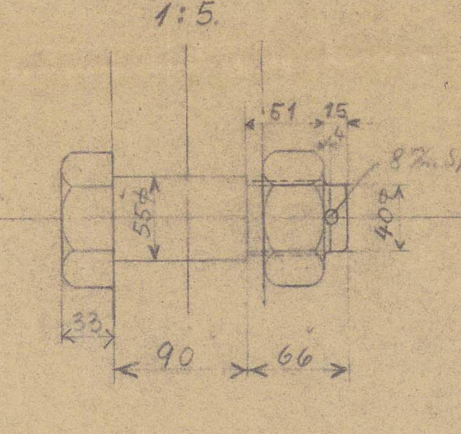
1:10


TACK WELDING
Zapfenschweißung
TACK WELDING SPACED
Zapfenschweißung
Entfernung ca 100 m/m
ca 75
ca 45
ca 83
260
140
275
50
14 m/m
Ø 140
Ø 140
14
14
10
3/4" RIVET SCREWS, SECURED BY WELDING
19 m/m Nietschraube, durch überschweißen sichern.
~~19~~ m/m Niet
~~3/4~~" RIVETS
22
WELDING
Zickzackschweißung
a. d. Enden dopp.
ENDS DOPPLED
10 m/m
90
50
190
195
801
85
4
75
21

BOLTS FOR COUPLING

2 St. Passbolzen für Kupplung

1:5.

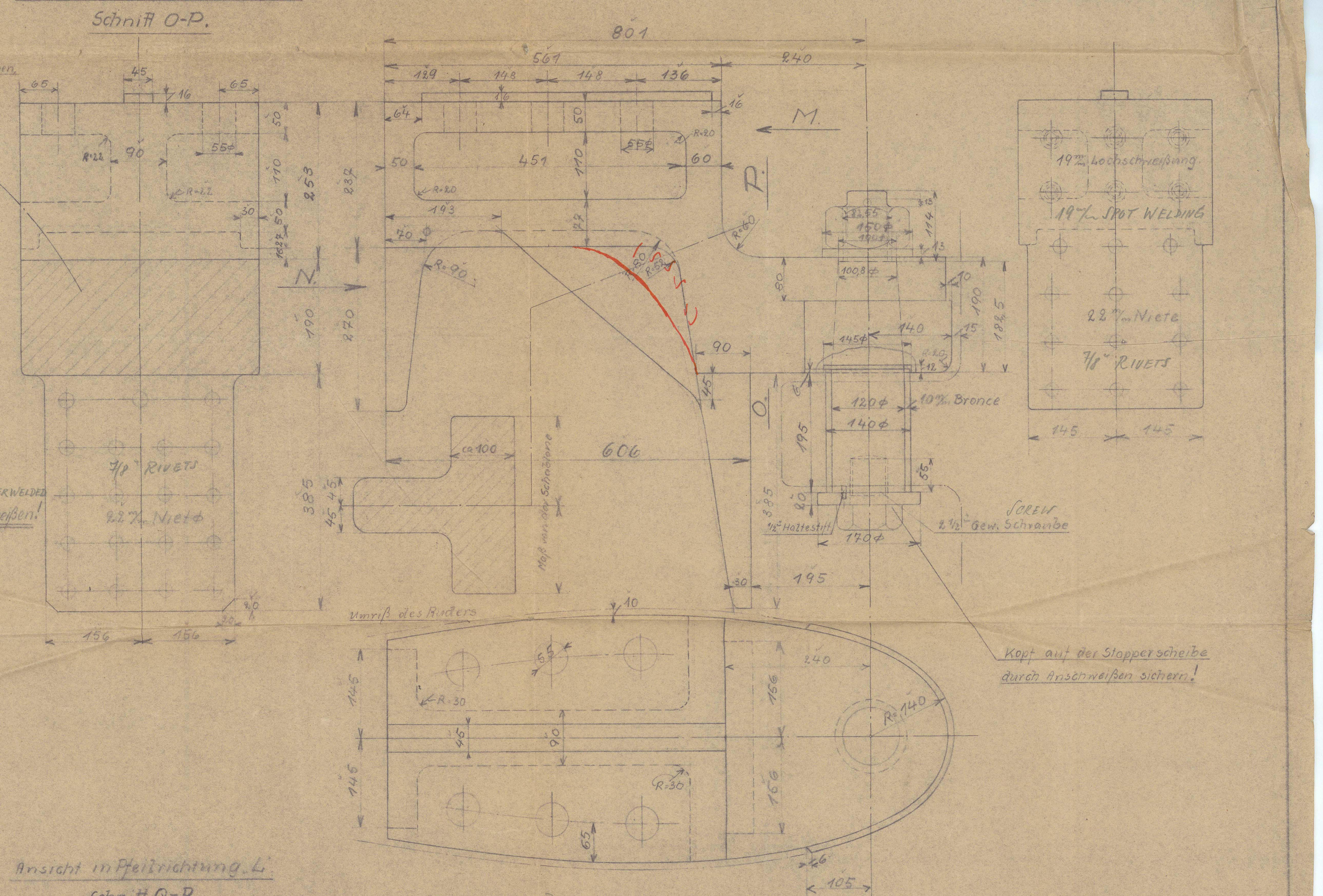

51
15
8 m/m Splint.
Ø 55
Ø 40
33
90
66

6 Stück anfertigen.

TOP PIECE

Oberer Ruderarm.

1:5.


Ansicht in Pfeilrichtung M.
Schnitt O-P.
Ansicht in Pfeilrichtung N
801
561
240
129
148
148
136
45
65
65
16
50
64
451
190
Ø 55
R=20
R=40
R=30
M.
P.
N.
O.
253
220
100
385
606
90
140
195
Ø 140
Ø 120
Ø 140
10 m/m Bronce
SCREW
2" Gew. Schraube
1" Kupfer
7/8" RIVETS
22 m/m Niete
19 m/m Lochschweißung
19 m/m SPOT WELDING
7/8" RIVETS
22 m/m Niete
145
145
140
185
Umriß des Ruders
Kopf auf der Stoppsscheibe durch überschweißen sichern!
146
156
240
105
R=30

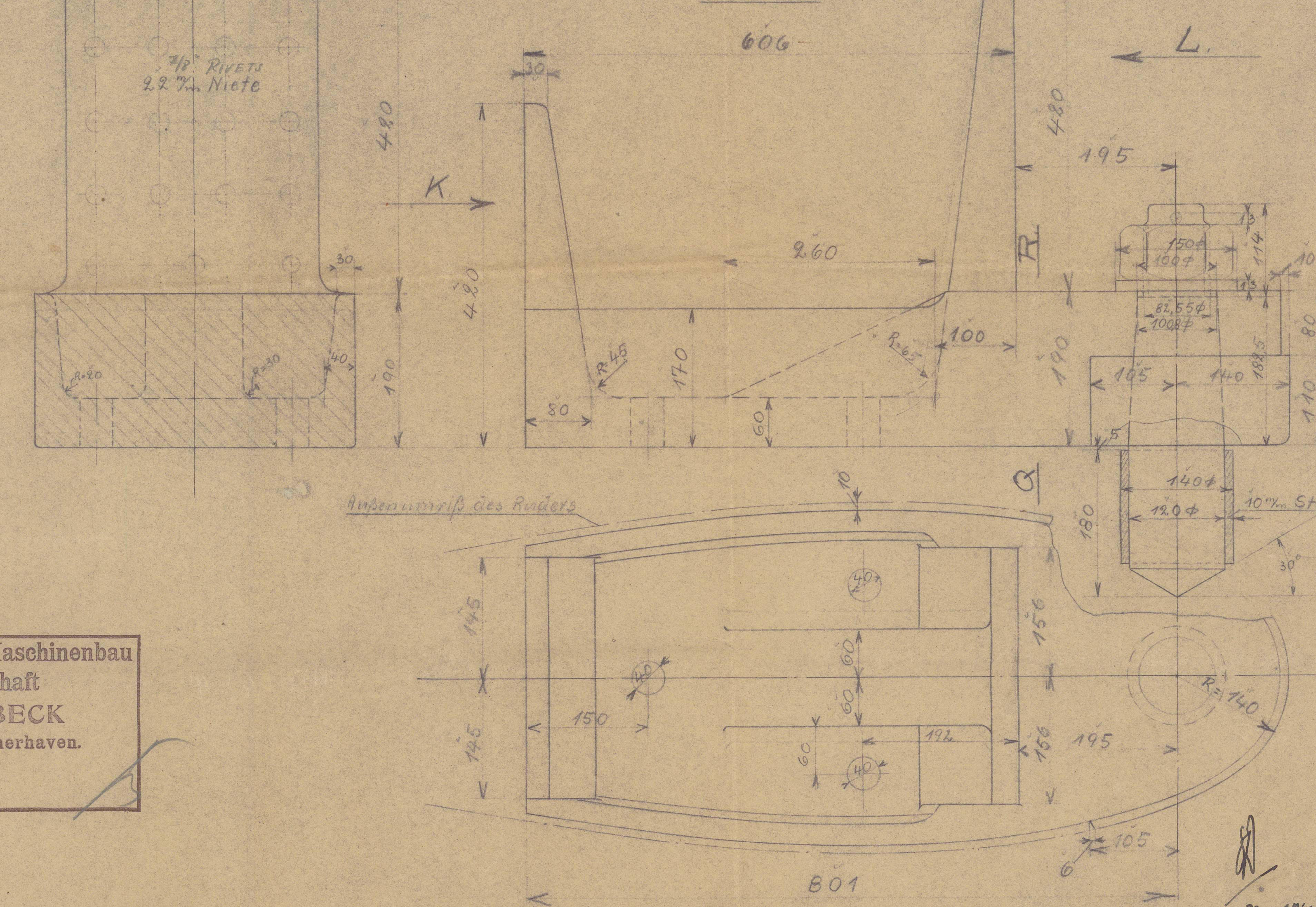
Ansicht in Pfeilrichtung L.

Schnitt Q-R.

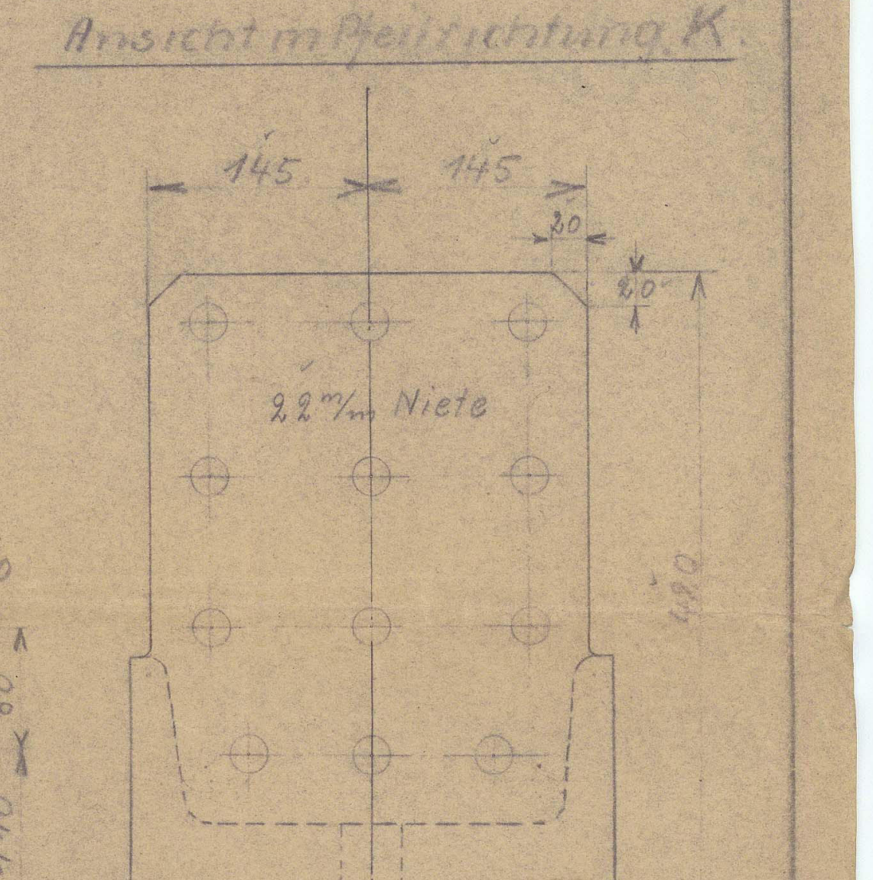
BOTTOM PIECE

Unterer Ruderarm

1:5.


150
156
7/8" RIVETS
22 m/m Niete
480
420
190
606
K
L.
R
Q
260
170
R=40
R=60
100
50
20
195
185
Ø 140
Ø 120
10 m/m Stahl
180
30°
Außenumriß des Ruders
145
145
Ø 40
Ø 40
Ø 30
60
60
60
150
192
156
156
195
R=140
105
6
801

Ansicht in Pfeilrichtung K.


145
145
22 m/m Niete
60
20

Deutsche Schiff- und Maschinenbau
Aktiengesellschaft
WERK: SEEBECK
Wesermünde-G. Bremerhaven.
12. DEZ 1935

Neub. 545-56+559	Proj. /
Seebeckruder DRP	
Zeichnung No.	14365
Mappe	11.12.1935 Oeth.

20.12.35